

CLASSIFICATION SECRETCOUNTRY East GermanyTOPIC Wittstock Airfield

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 4 March 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

1. The following air activity and aircraft were observed at Wittstock airfield between 31 December 1953 and 4 February 1954:
- 31 December to 4 January. No air activity was observed at the field. There was clear frost weather.
- 6 January. Around noon, a swept-back jet aircraft made aerobatics over the field. The weather was clear and frosty.
- 7 January. Between 10 a.m. and noon, some MiG-15 or U-MiG-15s were observed aloft. The sky was 2/10 overcast.
- 9 to 11 January. There was no air activity by swept-back jet aircraft. On 11 January between 10 a.m. and 10:30 a.m., a twin-engine aircraft and a high-wing monoplane took off.
- 17 January. No aircraft were observed aloft. There was stormy weather and rain.
- 18 January. Around 2:30 p.m., 3 MiG-15 or U-MiG-15s took off and headed westward. After nightfall, flying was practiced by swept-back jet aircraft until after 9:30 p.m.
- 19 January. No air activity was observed. There was rain and strong wind.
- 20 January. Around 3:30 p.m., an element of two MiG-15 or U-MiG-15s took off and headed west.
- 21 January. At 11 a.m., an element of two swept-back jet aircraft took off. Their landings was not observed. There was clear weather with frost and good visibility.
- 22 January. At 9:15 a.m., 4 alert MiG-15s and an additional 11 MiG-15 or U-MiG-15s were counted at the field. At the same time, flying was practiced.
- 23 January. At 8:55 a.m., two swept-back jet aircraft took off.
- 26 January. Around 11 a.m., air activity was started by two MiG-15 or U-MiG-15s. Individual flights were made up to 5 p.m.
- 27 January. During the morning, no air activity was observed at the field. At 1:25 p.m., a formation of four MiG-15 or U-MiG-15s took off and subsequently flying was practiced in wedge formation. The aircraft flew at small distances and at intervals of about three wing spans.
- 28 January. Around 3:45 p.m., a formation of four aircraft took off. There was also individual flying by swept-back jet aircraft up to about 7 p.m.
- 29 January. There was air activity throughout the day.
- 30 January. Flying was practiced throughout the day. At 1:20 p.m., 10 MiG-15 or U-MiG-15s took off and subsequently assembled in formation.
- 31 January. There was no air activity.
- 1 February. Individual flights were made throughout the day.
- 2 February. There was air activity during the morning and at night. Around 9:30 p.m., a swept-back jet aircraft crossed over the field flying in the beams of two searchlights one of which, after some time, turned off, while the other searchlight followed the aircraft as far as possible.

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3 February. There was air activity at the field.

4 February. Flying was practiced during the morning. During the early noon hours, 17 MiG-15 or U-MiG-15s including 4 alert aircraft were counted at the field. No aircraft were observed in the open hangars. ¹

25X1 2. On 4 February, six canvas-covered AA guns estimated as of 37 mm, which were guarded by a sentry, were observed in the AA gun emplacement in the southwestern corner of the field. ²

25X1 3. On 23 January, shortly after the take-off by an element of two swept-back jet aircraft, a Token-type radar set was in operation, making 8 rotations per minute. After a short period, the set made regular pendulum movements. ²

4. The following motor vehicle [redacted] were identified in the town and at the air field: [redacted] a large limousine, [redacted]

5. The following observations were made at the field between 5 and 23 January:
5 January. Around 9 a.m., a snow plow was in operation at the field. The temperature had dropped to about 10 degrees Celsius below zero. Between 1:45 p.m. and 2:14 p.m., about 5 swept-back jet aircraft made flights of approximately 12 minutes duration. The aircraft always remained in sight.

25X1 6 January. Between 10 a.m. and 3 p.m., MiG-15 or U-MiG-15s practiced flying for 10 to 15 minutes duration. There was clear frost weather.

25X1 7 January. Between 9:10 a.m. and about 9:20 a.m., a MiG-15 or U-MiG-15 was observed aloft. There was haze and frost.

25X1 9 to 12 January. No air activity by swept-back jet aircraft was observed.

16 and 17 January. No air activity was observed. There was stormy and hazy weather with intermittent rain.

18 January. During the afternoon, aircraft took off and practiced flying in element of twos. Air activity still continued after nightfall.

25X1 28 January. Around 9:30 a.m., 14 MiG-15 or U-MiG-15s were parked at the runway. Beginning at 9:45 a.m., two aircraft continually took off and made flights of 10 to 15 minutes duration. After the landing, the aircraft taxied under their own power to the take-off point where the engines were shut-off and the aircraft were refueled. This type of air activity was continued throughout the day. In the afternoon, the aircraft assembled in a large formation and practiced formation flying. After air activity had been discontinued, the aircraft taxied under their own power to the hangars and were towed into the hangars. ¹

25X1 6. At 11 a.m. on 5 February, there was air activity by swept-back jet aircraft. The weather was cloudless and visibility was limited to about 10 km. At 11:35 a.m., four MiG-15 or U-MiG-15s approached the field, coming from the east, and landed at intervals of 30 seconds. The aircraft taxied under their own power to the hangars. Shortly afterward, five additional swept-back jet aircraft assembled at the western end of the runway and three of them took off individually and two in an element. The aircraft made high-altitude flights with vapor trails. Between 11 a.m. and 4 p.m. on 12 February, there was no air activity. There was poor visibility and snow. ¹

7. Vehicular traffic observed at the field involved:

Trucks

Sedan

Jeep

Sedan

[redacted] occupied by air force officers was also observed. [redacted]



[redacted] The officers wore red brassards with white inscription.

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1.  Comment. According to available information, Wittstock airfield is occupied by the headquarters of the Northern Ftr Corps and a fighter regiment of the fighter division in Laerz. There was moderate air activity because of the weather. Toward the end of January 1954, however, there was increased formation flying as at other airfields during the same period.
2.  Comment. No changes were determined on the AA gun emplacements and radar station.
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